

THE TRANSFORMER



CONGRATULATIONS TO TRANSPORTATION'S NEWEST MASTER SERGEANTS

AFSC 2TOX1

Adock, Jeffrey S. S.
 Allen, Cameron, A.
 Allen, Staffon
 Apodaca, Frankie R.
 Bolden, William H. J.
 Bowyer, Geoffrey L.
 Brinker, Victor J.
 Calland, Sonya L.
 Carmichael, Charlot
 Curl, Colleen L.
 Friend, Angus N.
 Gagnon, Dean M.
 Greene, Paul G.
 Irvin, Charles E.
 Johnson, Scott E.
 Jordan, Jerry L.
 Khine, Darrell N.
 Krugman, Keith M.
 Neal, Rayburn Jr.
 Raymond, Paul S.
 Rosser, Charrisse M.
 Rowden, Lonny D.
 Scott, Jonathon A.
 Stauber, Sven M.
 Stitt, Diane L.
 Tate, Kenneth S.
 Weaver, Steven D.

AFSC 2TIX1

Becerra, Maria D.
 Clear, Timothy M.
 Dellaposta, Tina M.
 Demallie, Sean E.
 Deuser, Marvin J., Jr.
 Dinsdale, Anthony L.
 Dougherty, Craig A.
 Everest, David D.
 Farrow, Jeffery B.
 Forbes, Leroy H.
 Glenn, Timothy D.
 Graham, James R.
 Haugh, Peter J.
 Isserman, Mark P.
 Lewis, Steven D.
 Lindemann, Michael
 Mason, Eric H.
 Massenburg, Malcom
 Meyer, Alan R.
 Otis, Douglas D.
 Paxton, John J. J.
 Pocaigue, Gregory P.
 Rhodes, Avis T.
 Rivera, Jaime
 Salazar, Jose M.
 Skipper, Michael E.
 Tavalero, Robert C.
 Tucker, Jonathan W.
 West, Kevin R.
 Wilson, Bruce A.

AFSC 2T2X1

Allum, Mark E.
 Antonelli, Raymond
 Baker, Andre B.
 Ballard, Sha L.
 Bannon, Patrick
 Bauer, Stephen J.
 Benson, David L.
 Bethea, Robert E.
 Blackstone, Benjami
 Blaylock, Kenneth L.
 Bleckner, Eric M.
 Boasso, Marco
 Bolton, Laura L.
 Boufford, Robert P.
 Cannette, Larry R.
 Cardwell, Ida F.
 Cardwell, Victor A.
 Carter, Glenn A.
 Clark, Thomas A., Jr.
 Curry, Keith E.
 Defelix, Jacquelin
 Dingeldine, Steven
 Douglass, Bryan L.
 Fadely, Charles T.
 Ferguson, James O. J.
 Ferguson, Kraig M.
 Fritz, Timothy J.
 Gardner, Russell H.
 Giles, William D.
 Gumm, Marc A.
 Guzmangonzalez, Jua
 Hambrick, Andre
 Henley, David J.
 Hulsey, William T.
 Johnson, Thomas H.

Kibler, Cyndi L.
 Klewer, Robert J.
 Knee, Bruce L.
 Lacy, Ronald G.
 Madick, Randy J.
 Malkowski, Edward V.
 McCray, Anthony
 Mertens, John F.
 Miguez, Scott W.
 Minard, Steven M.
 Moneymaker, Michael
 Morgan, Matthew J.
 Rigney, Jay C.
 Russell, James J.H.
 Rustin, James S.
 Sawicki, Teresah M.
 Seeber, Loretta M.
 Sestan, Robert D.
 Shepherd, Ricky E.
 Smith, Barry L.
 Sowders, James D.
 Stephens, Rodney
 Stevens, Thomas G.H.
 Stewart, Gary V.
 Stickle, Wendy L.
 Strickland, George
 Sulier, Kirk N.
 Taylor, Archie
 Thompson, Donnie L.
 Turner, Jeffrey
 Vega, Victor
 Watts, Aubrey K.
 Wheatley, Jeffrey P.
 Williams, Johnny H.
 Williams, Tony L.
 Wittrock, Tracy L.
 Woody, Richard W.

AFSC 2T3XO

Abel, Raymond E.
 Bares, Michael P.
 Bible, David W.
 Bielanin, Jeffrey J.
 Blanchette, Peter A.
 Boice, Timothy A.
 Burghart, Brian A.
 Campbell, Fred A.
 Conrad, Aaron D.
 Cruz, Luis M.
 Davis, Andre B.
 Edmiston, Cory L.
 Everett, Herbert E.
 Gierke, Scott A.
 Greaves, Hulan D.
 Guillemette, Peter
 Hollier, Thomas A.
 Jaye, Roman A.
 Jensen, Eric S.
 Jones, Lanny R., Jr.
 Kintner, Randall K.
 Knuth, Robert B.
 Kovamees, Arvo
 McKalope, Rickey
 McMillan, Robert D.
 Moody, Joseph M.
 Morris, Larry C.
 Natividad, Nelson D.
 Navo, Danilo E.
 Perreira, Michael H.
 Powell, Stephen M.
 Rash, Sean L.
 Reid, Michael A.
 Saunders, Troy D.
 Schmeltz, Christoph
 Schwartz, Robert A.
 Stanford, Gary L.
 Stelter, Mark A.
 Sturgill, Ronnie J.
 Talamine, Raymond J.
 Ulivi, Steven M.

Vaninwegen, Michael
 Vega, Alfonso C.
 Wells, Dawn F.
 White, Jeffrey D.
 Winegardner, Mark S.
 Wright, Donnie R.

AFSC 2T3X7

Bingham, Charles E.
 Freeman, David J.
 Henderson, John J.
 Hoover, Richard J.
 Keller, Chad M.
 Reynolds, Robert L.
 Ritz, Michael D.
 Watkins, Glenn
 Wells, Sarita R.

TRAFFIC MANAGEMENT

NEW UNIT FLEXES ITS MUSCLE

By James MacArdle
 96 LRS/LGRDC
 Eglin AFB FL

The newly formed 96 LRS Distribution Flight recently performed the largest single surface deployment by truck to a water port for overseas deployment ever made by an Air Force shipping activity. The men and women of the newly formed Cargo Movement Element combined with elements of the 728 ACS worked night and day to accomplish the near impossible.

Working on short notice from USTRANSCOM and HQ AFMC, the unit received a verbal “Heads UP” just two days before the word to go was received. Working through the night, the two shipment planners, Ms. Kathy Cummings and Ms. Georgina Edwards assisted by Mr. Fred A. Moore, Mr. Wayne Y. Yoag, and Mr. Michael A. Thompson conquered a mountain of paperwork and data to enable us to begin rolling trucks on day three.

When the trucks started rolling the men and women of Shipping & Receiving and Packaging & Preservation joined together to form two twelve hour shifts, to work non stop till the last truck departed. Load Plans were developed by the 728th ACS. They and the shipment planners, planned the movement of 121 truckloads of equipment. Trucks were ordered, Bills of Lading prepared, and the thousands of documents needed to satisfy shipping and customs requirements were prepared, faxed and shipped with the cargo.

When all was said and done, the figures were staggering. A whopping 2,658,894 pounds of cargo on 121 trucks had been moved in less than four days. All cargo reached the port well within the operational window, completing one exhausting but rewarding deployment. One we will long remember!



Radar Unit and Mobilizer being prepared for loading



Eglin cargo arriving at the port in Charleston SC



Eglin Cargo (5 Ton Trucks) dwarfed by the size of the vessel

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OPTIMIZING MODE AND CARRIER SELECTION DURING OPERATION ENDURING FREEDOM/OPERATION IRAQI FREEDOM

By Mr. Christopher K. Arzberger

HQ AFMC/LSO/LOL

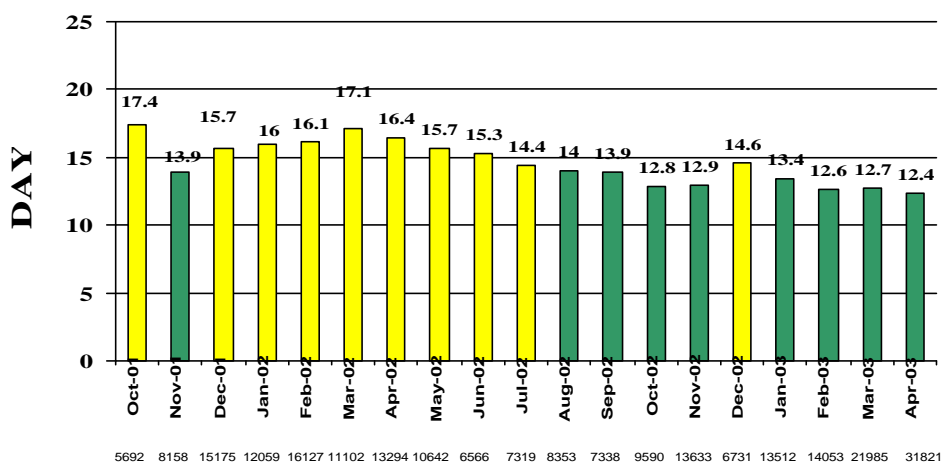
Wright-Patterson AFB OH

DSN 787-8131

Weekly, the Logistics Support Office, Logistics Management Division (LSO/LOL), publishes Logistics Response Time (LRT) metrics that depict war fighter support. These metrics are briefed every week to Mr. Gebreski, Director of Logistics, to determine corrective actions for areas not within standard. By using these metrics problems with backorders, customs delays, and mode selection have been resolved to improve overall LRT.

Total Logistics Response Time Trend

Oct-01 –27 Apr 03



In hopes of optimizing mode and carrier selection, LSO/LOL has developed a web based shipment tool and a policy compliance metric called WWX Eligible Shipments. Additionally, a strategic partnership has been developed with key commercial carriers. The OEF shipment tool summarizes by week, the transit time performance to all OEF locations for AMC and commercial carrier modes. Additionally, delays such as cargo frustration, incorrect routing and customs delays are shown to highlight problems encountered in various shipping modes. Shippers as well as decision makers use this data to determine preferred modes and carriers. Visit the following link to see the OEF shipment tool, <https://www.afmc-mil3.wpafb.af.mil/LSO/index.asp>.

Another initiative that has helped optimize mode and carrier selection is forming partnerships with the WWX carriers. On a weekly basis, commercial carrier performance from an AF perspective is forwarded to each carrier for their comments. Feedback from the carriers usually details problems they are having. If carrier performance trends indicate poor performance then a mode or carrier change might be necessary. Monthly conference calls with the carriers and carrier representatives located in the AOR have been effective in relaying Air Force priorities and concerns.

In an effort to enforce Air Force policy, LSO/LOL developed a WWX Eligible Shipment metric. This tool is used to identify shipments that were WWX eligible but were misrouted to AMC. The top ten shippers are notified on a weekly basis as to the number of shipments that were misrouted and corrective action is taken in hopes of preventing future occurrences. Since inception of the program there has been a 50% reduction in misrouted cargo. All performance charts and raw data can be located at the following website: <https://www.afmc-mil.wpafb.af.mil/HQ-AFMC/LG/LSO/lot/enduring.htm>. Point of contact is Christopher Arzberger at DSN 787-2657.

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Development of Web-Based DD1149, Requisition and Invoice/Shipping Document

By Lore R. Chapman
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In May 2002, the Logistics Support Office (LSO) HQ AFMC, Wright Patterson AFB, took a tasking to develop an automated web-based DD 1149. This development is part of the Air Force Automated CONOPS for upfront funds control edits to comply with Management Reform Memorandum #15, a reengineering initiative that revolutionizes the Department of Defense transportation documentation, billing, collection, and payment processes.

Visit our site on the World Wide Web: <http://jppso-sat.randolph.af.mil/>

The DoD CONOPs places the burden on the transportation officer (TO) to ensure future funds are controlled by validating Lines of Accounting (LOAs) in the shipper system using the Transportation Global Edit Table (TGET). The Air Force is building a process that will place these controls upfront at the source of the information to prevent shipments with invalid LOAs from ever reaching the transportation docks. The Air Force implementation plan will host the TGET on the Tracker system.

The Automated DD1149 has been developed by LSO and is hosted on their web server. <https://www.afmc-mil.wpafb.af.mil/HQ-AFMC/LG/LSO/lot/> (Logistics Web Forms). This system requires each customer to create a shipper profile to include a valid LOA that will eventually be validated against the TGET once implemented. Since Mar 03, the web-based DD1149 has been tested at 6 locations, five Air Force bases and one Marine base. The feedback and comments have been incorporated into the system. The immediate benefits to this system include:

1. User friendly
2. User profile data used to pre-populate form
3. Reuse information from previous form
4. Basic field edits with pop up menus
5. Links (DODAAD)
6. Form prints with 2D barcode
7. Incorporates upfront edits on shipping documentation prior to delivery to TO
8. TRACKER interface for complete in-transit visibility.
9. Standardized format and process for non-MILSTRIP shipments
10. DD1149 Floppy Disk Interface with Cargo Movement Operations System (CMOS)

Future enhancements to this process will include LOA validation against the TGET, a CMOS readable barcode on the form, and a direct interface with CMOS to preposition non-MILSTRIP shipments after TGET validation. The web-based DD 1149 is an excellent candidate for DoD wide implementation.

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PowerTrack Training Opportunities

By Ms. Ruth A. Tirey
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AFMC LSO/LOL has been delegated the authority and responsibility to oversee and manage PowerTrack implementation and future financial developments for the Air Force. Specific training for Air Force, Air National Guard, and Reserves has been developed by our office and is available upon request through the MAJCOMs. Training this fiscal year has been held at eight different locations, incorporating 14 bases/units and exceeding 85 personnel in the transportation and financial communities.

The training is designed to incorporate best practices within PowerTrack, in conjunction with other systems such as CMOS and Tracker. During the training session, students will learn detailed PowerTrack capabilities, reporting information, and expense distribution management tools. Prior to the trainer arriving at your site, a detailed questionnaire is provided to each attendee via email. The questionnaire is completed by the trainee and submitted back to the trainer. Based upon the results of the surveys, the training session is developed and geared toward the needs of the individual trainees. During the training, the students use their own PowerTrack userids to access data they are familiar with, further enhancing their learning experience. Former students have provided positive feedback on the training since it is a "hands-on" relaxed learning environment. AFMC LSO/LOL POC is Ms Ruth Tirey, DSN 674-1081, Coml (937) 904-1081 or email address: ruth.tirey@wpafb.af.mil

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SMOOTH MOVE SURVEY

By Mr. Don R. Detwiler
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Visit our site on the World Wide Web: <http://jppso-sat.randolph.af.mil/>

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Per the directions of HQ USAF/ILGT, CPS Inc. and JPPSO-Northeast have designed a personal property "Smooth Move Survey" to evaluate the services being provided by Air Force owned Regionalized JPPSOs, both at the point of origin and destination. The survey will automatically be sent via e-mail to those customers who provide an e-mail address. For members who don't have an e-mail address, we ask that PPSOs, PPPOs, and JPPSOs provide their customers with a direct link to the survey web site (<https://smoothmovesurvey.hanscom.af.mil/>). We have developed a business card template to assist you in providing this direct link. All military and civilian members making a personal property shipment to or from a regionalized site should be highly encouraged to take time to complete the survey.

Survey results will be used to provide anonymous feedback to our leadership, measure the effectiveness of Air Force Regionalization efforts, and focus on areas of improvement. We feel this feedback is key to improving the quality of life and moving experiences of our service members.

The Smooth Move Survey, already a success story, has been further enhanced with the recent release of TOPS Interim Change Package (ICP) 9.4.2 to all TOPS sites. This ICP modifies the software by adding new fields to the following four screens:

- CONTACT (Counseling)
- AUTHORIZED DESTINATION (Counseling)
- MBR CONTACT (Inbound)
- CREATE (Inbound)

These new fields give the user the capability of entering and viewing the origin, destination, and in-transit contact email addresses. Email addresses entered by the origin PPSO on the two Counseling screens listed above are transmitted to the destination PPSO where they are displayed on the two inbound screens listed above.

The destination contact email address entered by the user prints in Block 25 on the DD1299. If no destination contact email address is entered, and the system finds an in-transit email address, the in-transit email address will print in Block 25 on the DD1299. The survey will follow the same path. However, our goal is to have all parties capture or update the destination email address whenever possible.

Your assistance in entering these e-mail addresses is key to measuring the effectiveness of our Air Force Regionalization efforts. You are a vital link in the programs success.

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Your Household Goods Move Just Got Easier

By Mr. Don R. Detwiler

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JPPSO-Northeast will begin offering a new program on 19 June 2003, to help service members arrange their household goods moves online, from the convenience of their home, work or anywhere they have Internet access. Customers whose zip codes are contained in the SmartWeb Move site are eligible to participate.

The U.S. military is one of the largest relocation companies in the world, arranging thousands of moves annually for service members. This new "on-line" service is designed to increase efficiency, and reinforce member entitlements.

SmartWeb Move, sponsored by the Naval Supply Systems Command (NAVSUP), is the first interactive program in the Department of Defense to provide move application forms and customized entitlements counseling online. The program is available on the Internet to active-duty service members 24-hours a day, seven days a week.

Customer service is our most important feature. SmartWeb Move will provide you with accurate and easy-to-understand information regarding your move entitlement and ideas for making your move successful.

Visit our site on the World Wide Web: <http://jppso-sat.randolph.af.mil/>

Arranging a household goods move using SmartWeb Move will take approximately one hour, and eliminates the need for service members to leave work, or their family members to visit a personal property shipping office (PPSO).

The program is a user-friendly, web-based program that allows eligible service members and their families to arrange routine basic moves, from their old duty station to their new duty station, homeport, home of selection or home of record within the Continental United States (CONUS). For additional information you may access the site at www.smartwebmove.navy.mil.

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Continental Airlines Expands Web Page to Include Military & Government Page

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Continental Airlines has developed an exclusive Military & Government web page. Simply log on to www.continental.com and select Programs & Services from the menu bar. Then select Military & Government. Their opening page contains points of contact for Military/Government services and their hours of operation. Go to the News & Events page for information on a variety of issues to include the summer baggage embargo, Continental's new web based check-in, waivers for military deployment, and ticketing changes.

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Dual Airline Fares Available Through the GSA City Pairs Contract

By Mr. John Lundebly

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How would you like to save even more money when you book your official government travel? Now you can with dual-fares. Government travelers, when booking official travel, have the option of selecting either the traditional GSA City Pair Contract YCA full fare or the _CA capacity controlled fare. The _CA fares can be significantly lower than the full fare. Log on to GSA at <http://apps.fss.gsa.gov/citypairs/search/>. Select your departure city, leave the arrival city blank, and then select Search FY03. This will bring up a list of both full fares and the discounted capacity controlled fares. You can also ask your local commercial ticket office to review available fares and check fare availability. There's only one restriction; if you make a change to your ticket after you depart the home station, the fare reverts to the full YCA fare. In addition, the air carriers have limited seats available at these lower costs so the earlier you book your travel the better chance you have at saving travel dollars. Here are a few examples: St Louis to Albuquerque YCA \$159 and _CA \$79, Norfolk to Atlanta YCA \$235 and _CA \$195 and St Louis to Midway Airport YCA \$69 and _CA \$29.

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Special Airline Fares for Families of Military Members Wounded or Injured in Support of Iraqi Freedom

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Numerous airlines have stepped forward to support our men and women wounded or injured while supporting operation Iraqi Freedom. The airline's goal is to give immediate family members the opportunity to visit wounded or injured military member as he or she recovers in a hospital away from home. Some airlines have provided discounted fares while others have waived change fees and advance purchase requirements. One airline, ATA, has agreed to provide FREE transportation for family members. Participating airlines include ATA, Delta, United, Continental, and US Airways. Details of the program are provided in HQ AMC/LGTP message, subject: Special Airline Fares for Families of Military Members Wounded or Injured in Support of Iraqi Freedom, DTG: 302030ZAPR03.

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Space Available Pet Program

By Ms Cindy Rothenbach

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The space available pet program allows service members, traveling in PCS status, the opportunity to move additional pets if space is available. Space is not guaranteed and all movement is strictly space available. Fifteen days prior to an AMC Patriot Express departure, open pet spaces in GATES are made available to travelers that already have two pet spaces booked. Travelers should contact their local transportation office (TO) to request space available pet spaces. If there are extra pet spaces available, the local TO will book the pets and print out a confirmation for the traveler from the GATES pet/reservation screen. The traveler must retain this confirmation and present it upon request, as the authority to move more than the maximum allowance of two pets per family. Pets moved under this program are not eligible to move under the Grandfathered Pet Policy, and will only be moved back to CONUS under the space available pet program. The Grandfathered Pet Policy allows more than two pets to be shipped to CONUS only, as long as the sponsor has documented proof that AMC moved these pets overseas prior to 1 Sep 2001 (the date the two-pet-limit-per-family policy was implemented).

A waiver is required to move more than two pets under the space available pet program. Pet waivers may be obtained from:

<https://tacc.scott.af.mil/directorates/xog/prc.asp>.

VEHICLE MAINTENANCE

Web Based Vehicle ETIC Program

By Capt J. Kevin Carrico

48LRS/LGRV

Vehicle Management Flight Commander

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RAF Lakenheath has just implemented a Web based Vehicle ETIC program. We convert the Estimated Date in commission data from the On Line Vehicle Interactive Management System (OLVIMS) into a locally created Microsoft Access database with easy to use drop down menus. A Web site was created that queries this Access database so the information is easily accessed by all the customers on base with just a few clicks of the mouse. This web site is user friendly with drop down menus used to locate the vehicle registration number. Since the database uses drop down menus, customers can easily search for their vehicle by seeing all vehicle registration numbers in the shop.

To extract the data, the program was locally created by a MOD civilian, Mr. Wallis. It is able to quickly withdraw necessary data from OLVIMS, which is not available to customers.

This method saves our customer service section considerable time by not having to provide this information by telephone. It also saves the vehicle customers on base from having to request ETICS by telephone, and assists them in scheduling their vehicle use. The database is updated daily and provides 24 hour access on vehicle status. POC Mr Wallis, 314-226-2037.

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Vehicle Maintenance Safety Handbook

By MSgt Joseph Dow

HQ ACC/LGTV

Langley AFB VA

DSN 574 2083

Shortly after two fatalities involving vehicle maintainers last year, the Air Staff setup a safety workshop with a team of MAJCOM representatives to identify possible trends, and brainstorm ideas to improve vehicle maintenance safety. One action item from the workshop was to develop a user friendly portable handbook, much like the Airman's Manual, but specific to vehicle maintenance. The team decided the handbook needed to cover everything from basic principles of ORM to unique vehicle hazards, but be small enough to fit in a mechanic's coveralls.

Now after almost a year, the handbook is at the printers. So, we need to implement some guidance on its use to prevent the handbook from ending up in the desk drawer or locker and never used. All mechanics assigned to vehicle maintenance need to receive a copy of the handbook. However, due to a limited number of copies in the initial printing, copies should be distributed to individuals in AFSC 2T3XX authorization (excluding 2T3X7s) first. For personnel arriving who do not have a copy of the handbook, it should be issued to them during the initial job safety training briefing.

VMM/VMSs must encourage and ensure use of the handbook during daily maintenance operations. The purpose of the handbook is to instill work center safety and incorporate principles of ORM into the mechanic's decision-making process. The safety value of the handbook will be demished if our folks don't use it. We recommend making it an item of interest for your safety monitors and recommend VMM/VMSs do random checks during weekly safety inspections/briefings.

The Air Staff is working to make the handbook an AF pamphlet but for now you can download it from the ACC/LGT website at the following URL: <https://lg.acc.af.mil/lgt/lgtv/vehicles/vehicle%20maintenance/VM%20Handbook.pdf>.

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Let's go Shopping

SMSgt Rosanne Keys

HQ ACC/LGTV

Langley AFB VA

DSN 574-2083

If you're looking for another source to search for parts, supplies, or services check out <http://www.emall.dla.mil/>. You can search for parts by NSN and manufacturer's part number or browse through a number of commercial or information technology catalogs. There are also links to several other Internet shopping sites, such as DAPS (Defense Automated Printing Service), Defense Reutilization and Marketing Service, Air Force Information Technology Superstore, and UNICOR. Environmentally friendly items can be found in their "Green Corridor" area.

When searching for parts at the above website it is best to use a National Stock Number. By inputting the NSN, you can search to see who the supplier is, how many they have on hand, and the cost. You can also get detailed information on the item itself. However, using the part number alone doesn't always yield the same results. So the more information you can provide, the better results you will get.

Some of the commercial catalogs you can search are 3M, Battery Outlet, Inc, Caterpillar, Cummins, Deco Tool Supply, General Tools, Gerber, Grainger, Landoll, and more. Using "Keywords" and "advanced search" is the best way to find items in these catalogs.

For your computer and computer related needs, try browsing through numerous catalogs from Dell, IMPAC Computer Supplies, Carolina Cartridges, and Laptop Experts among others.

All in all, this is a worthwhile site to use as an alternate source for supplies and parts. So, check it out!

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AERIAL PORT

6 LRS Air Transporters move SHOTS unit to Hawaii

By MSgt Bart W. Enos

6LRS/LGRRT

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On 13 May 2003, the Air Terminal Operations Element (LGRRT), loaded a "Stabilized High Accuracy Optical Tracking System" (SHOTS) unit onto a C-5 aircraft headed for the Pacific Missile Range in Hawaii. This was the first time a SHOTS unit of this size has ever been loaded on a military airframe.

For the last 9 months, LGRRT has been a primary POC for the shipment, to include obtaining DoD certification for movement and building special loading equipment for the actual loading process. They routinely worked with the "Space Optics Research Lab" in Massachusetts and Multitech Inc. right here in Clearwater Florida on all aspects of air transportability and downrange coordination requirements.

The 2.5 million dollar ballistic missile tracking and imaging system will ultimately be affixed on the deck of a Navy Mobile Aerial Target Support Ship working out of the island of Maui Hawaii as part of Navy's Missile Defense Program.

The actual loading process onto the C-5 presented an outstanding training opportunity for the 2T2's as well as the aircraft loadmasters. Using aircraft technical orders and air transportation "know how", the movement of this truly unique piece of equipment was a total success.



SHOTS Unit off-loaded from a C-5 aircraft.



SHOTS unit arriving in Hawaii.

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CARGO CHANNEL CHANGES

By Maggie Proctor

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This is to advise shippers of proper cargo routing due to recent channel changes. The following AMC cargo channels have been or will be cancelled. Do not ship cargo to the APOEs for channels which are closed.

CONUS		EFFECTIVE
<u>APOE</u>	<u>APOD CANCELLED</u>	<u>DATE</u>
WRI	SQX (Azraq, Jordan)	09 May 03
WRI	TUU (Tabuk, Saudi Arabia)	09 May 03
DOV	CWE (Cairo West, Egypt)	09 May 03
DOV	MCT (Seeb, Oman)	15 May 03
DOV	DOH (Doha, Qatar)	01 Jun 03
DOV	TTH (Thumrait, Oman)	15 Jun 03

New cargo channels have been established as follows:

CONUS

APOE

CHS

DOV

DOV

APOD (DESTINATION)

SDA (Baghdad, Iraq)

O9R (Tallil AB Iraq)

KIK (Kirkuk Iraq)

For latest information regarding AMC channels, access the AMC channel sequence listing at the TACC Global Channel Operations web page: <https://tacc.scott.af.mil/directorates/xog/analysis.asp>.

The above actions affect many Air Force DODAACs, which are in the process of being updated or closed. Shippers are asked to please double check the currency of the address for locations identified above to ensure accurate information is being used for cargo destinations. The DODAAC addresses may be viewed at one of the following web pages:

<https://129.48.105.112/> (click on "Advanced DODAAC Search")

Visit our site on the World Wide Web: <http://jppso-sat.randolph.af.mil/>

<https://day2k1.daas.dla.mil/dodaac/dodaac.asp>

The following Air Force DODAACs have been closed:

FB4491 FM6917
 FB/FE5808 FM6918
 FB/FE5809 FM6919
 FB/FE5810 FM6920
 FB/FE5815 FM6941
 FB/FE5817 FM6950
 FY6950

The following Air Force DODAACs are still active and have been updated to change the APOD to a valid channel:

DODAAC AND LOCATION

NEW APOD

FB/FE5831, Camp Snoopy Doha Qatar	IUD
FB/FE4555, Seeb Oman	IUD
FM6904, Seeb North Air Base Oman (Medical)	IUD
FM6914, King Faisals Ab Jordan (Medical)	ADJ
FB/FE5833, Kirkuk Air Base Iraq	KIK
FM6938, Kirkuk Air Base Iraq (Medical)	KIK
FB/FE5832, Tallil Air Base Iraq	O9R
FM6937, Tallil Air Base Iraq (Medical)	O9R
FV5832, Tallil Air Base Iraq (Munitions)	O9R
FM6942, Baghdad Iraq (Medical)	SDA
FB/FE5834, Baghdad Iraq	SDA
FB5873, Baghdad Iraq (Location Changed)	SDA

Questions regarding cargo routing may be directed to the following:

ACA East, Dover AFB DE, DSN 445-6277/com'l 302-677-6277, FAX DSN 445-6275/com'l 302-677-6275, e-mail: eileen.clark@doover.af.mil.

ACA Central, WPAFB OH, DSN 787-4946/com'l 937-257-4946, FAX DSN 787-3185/com'l 937-257-3185, e-mail: afmc-lot@wpafb.af.mil.

Questions about Air Force DODAACs may be directed to the following:

Judy Oldham, DSN 787-9812/com'l 937-257-9812, FAX DSN 787-4403/com'l 937-257-4403, e-mail: judith.oldham@wpafb.af.mil.

Maggie Proctor, DSN 787-4814/com'l 937-257-4814, FAX DSN 787-4403/com'l 937-257-4403, e-mail: margaret.proctor@wpafb.af.mil.

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Commercial Gateway at Atlanta-Hartsfield International Airport

By MSgt Ray Seeber

HQ AMC/LGTR

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The Air Mobility Command (AMC) is proud to announce the opening of their newest Commercial Gateway at the Atlanta-Hartsfield International Airport, Georgia. The Commercial Gateways provide a complete range of passenger and baggage services to all DoD

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customers. Flights depart Atlanta-Hartsfield bound for a wide variety of locations to include Baltimore-Washington International Airport, and Rhein Main AB, Germany.

The Atlanta-Hartsfield Airport had previously operated under the channel extension contract. The transition to a Gateway contract enables AMC to provide a higher level of service to their customers. The Gateway continues to offer the numerous benefits of space-available travel for all eligible DoD members and their dependents, as well as space-required travel for members traveling PCS/TDY.

CAV International, Inc. was awarded the contract to provide services for AMC at the Atlanta-Hartsfield Airport. They currently operate contracts for AMC in various locations throughout the world. CAV International, Inc. has been providing outstanding services to AMC for a number of years, with an exemplary record for customer service.

In the event your travels take you through the Atlanta-Hartsfield area, rest assured you can expect the same superior service AMC is known for world-wide.

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Evolving Technologies

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Starting this summer, the Global Air Transportation Execution System (GATES) will begin fielding the next generation handheld automated information technology (AIT) or handheld terminal (HHT). This new technology will be used at Air Mobility Command (AMC) aerial ports for cargo processing operations. The goal of the GATES AIT system is to improve cargo processing accuracy and efficiency by allowing transportation specialists to perform real-time updates to the system from the same location they are working the cargo/pallets. The new system will provide across-the-board improvements in hardware, operating system, and applications software.

The current GATES AIT system is hosted on an Intermec Janus 2020 hand held terminal. The Janus terminal is based on an older 33 MHz processor with only 16 MB of RAM and 32 MB of storage capacity. The screen size is restricted to 16 lines of 20 characters and has a data transfer rate of only 2Mb per second. The new HHT will be hosted on a Symbol 8146 personal data terminal with a 206 MHz processor, 64MB of RAM, and 128 MB of data storage. While only about half the size of the current terminal, the new Symbol 8146 terminal has a touch screen 320/240 graphic display, both a physical and virtual (on-screen) keyboard, and a data transfer rate of 11 Mb per second.

Not only is the new hardware a significant improvement, the associated operating system on the new Symbol terminal will also be a major upgrade. The current Janus 2020 terminal is powered by an old MS DOS operating system that only allows for text based cargo processing applications. The new Symbol 8146 terminal will run on the Pocket PC operating system and will allow developers to build cargo processing applications in a graphic user interface.

The new HHT brings technology to the user in the form of a device that will enhance their ability to manage cargo movement. The user can in-check, inventory, palletize, manifest surface or air, along with every action required to manage cargo (i.e. split, consolidate, frustrate etc) all from the device inside or outside the warehouse. The new device does this by utilizing touch screen capability, linear and 2D barcode scanning, and real time access via Radio Frequency (RF) interactive connectivity to the GATES Data Base. It also provides RF non-interactive capability where RF coverage is intermittent or not available. Unlike the old GATES HHT (Janus 2020) the ability to go between interactive and non-interactive eliminates the loss of data and hardware lock-ups that the old hand held was prone to encounter. Because of the graphic environment on the new Symbols terminal, the applications will "look" and "feel" almost identical to the GATES cargo processing applications transporters currently use on their desktop PCs. However, unlike the PC based applications, the new AIT system will provide a wireless network allowing users to scan shipping labels and pallet placards for data input, and instantly update changes from anywhere in the port.

The new system has undergone a full system test at the Scott AFB test bed with Customer Acceptance Testing (CAT) scheduled for Dover AFB, DE; Travis AFB, CA; Ramstein AB, GE; and Yokota AB, JP from July – September 2003. After CAT testing is

complete, installation and training for the remaining stateside ports is scheduled for September 2003 – January 2004. The installation and training for the overseas ports will continue after the stateside ports are complete.

This new version of the HHT enables the Port Dawgs to receipt/build/break your cargo into the system faster and allows them to improve customer service by getting you in and out of the port faster! Look for the newest HHT's at a Port near you!

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Aircraft Lavatory Deodorizer/Cleaner

By MSgt John Lemmon

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All AMC Fleet Services are required to use Mirabowl Q solution when servicing DoD aircraft. This requirement has been in effect since 1996 and is the only authorized lavatory deodorizer/cleaner. This solution has been thoroughly tested, and approved by the corrosive specialist and item manager. Orders for Mirabowl Q can be placed directly from the Manufacturer, Mirandy Products Ltd. or through GSA using your impact card. In addition, Mr. Jack Shields (1-800-344-5637), Mirandy Products Ltd., will assist you with proper application to include hands-on instructions, if requested.

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CONUS Space-Available Expansion Test

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Defense transportation officials have approved a one-year test to expand space-available travel privileges to dependents traveling within the continental United States. The test began 1 April 03 and will continue through 31 March 04. Dependents of active duty and retired military members (drawing retired pay) are able to travel space-a aboard military flights when accompanied by their sponsors. Retirees may sign up 60 days in advance. Active duty sponsors must be in a leave or pass status to register for travel, remain in a leave or pass status while awaiting travel, and be in a leave or pass status the entire period of travel. Additional space-a travel and sign-up information is available through AMC's public web site at <http://amcpublish.scott.af.mil/Spacea/spacea.htm>. A list of passenger terminals and phone numbers can be found there.

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Channel Performance Initiatives

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Do you know which port moved the most cargo? Who built the heaviest pallets? Or who has the lowest port processing times? These answers and much more are available in one simple and convenient package, the Cargo Green Book. If you're looking for trend data at your port or if you just need to complete that "1206," the Cargo Green Book should be your first stop. We've packed the report full of useful information. You'll find performance statistics categorized by regions: PACOM, EUCOM, CENTCOM,

SOUTHCOM, and NORTHCOM. The book also provides offshore movement totals, port specific analysis, and an overall summary of channel cargo performance.

Or, if you're interested in passenger movement, we've got you covered! The Passenger Green Book takes a slightly different perspective but it's chock full of data nonetheless. If you need to know route utilization rates, how many passengers the Army moved, or past availability of passenger missions, it's all there. The Passenger Green Book is a quick and easy guide for scheduling or planning future requirements.

And if that wasn't enough, we designed a quarterly version of our Cargo Greenbook. In it, you'll find the data segregated by month and by quarter. All these reports mentioned here are available on our web site, located at: <https://tacc.scott.af.mil/directorates/xog/analysis.asp>. If you have any questions, suggestions, or requests, please call me at DSN 256-5349 or e-mail me at michael.jones1@scott.af.mil.

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COMBAT REDINESS

Risk Associated with Deployment

By TSgt Chad Pinkerton and

TSgt Larry C. Morris

Vehicle Maintenance

341 Logistics Readiness Squadron

Malmstrom Air Force Base Montana

Preparation is the key to a successful deployment. Prepare yourself and your family for the extended absence. Keep in mind the simple things at home like cutting the grass or shoveling snow are not always that simple to get accomplished. Make sure you plan in advance for maintenance tasks around the home to avoid putting your family in an unsafe situation. Provide a list of names and telephone numbers of people at your home station that are willing to assist your family with problems that may arise while you are gone.

Now that you have taken care of your family, make sure you prepare yourself for your deployment as well. Consider this scenario: As a supervisor, you've just deployed to a forward location with seven mechanics who are on their first TDY. They have fear, anxiety, and they miss home. You are all out of your comfort zone and therefore the risk of a work related injury has greatly increased.

Being deployed to an austere location can affect many things--not the least of which is safety. The deployed mentality of "this is a forward deployed location--we don't have time to worry about that stuff here" will almost certainly creep into the work environment at some point. This is a dangerous statement in the best of conditions, let alone in a hostile environment.

Many times there are other factors that add to that danger. Young airmen with minimal to no experience on certain vehicles at a deployed location are being thrown into a totally new work dynamic with equipment they may have never seen. The tendency is to relax on safety in deployed situations when the opposite should be true. Safety should be an even bigger focus.

We present a *fictional situation* and hope that your shops are not practicing the potential causes listed to an accident waiting to happen. Let's say A1C Snuffy has just been told to work on a vehicle he has never seen. He has been tasked to perform a simple job--change a tire. A coworker, working on another vehicle close by, has performed the task assigned to A1C Snuffy hundreds of times and tells him not to worry about the technical data, just take the nuts off and remove the tire. A1C Snuffy takes the nuts off as instructed and a loud explosion reverberates throughout the shop. Oops, wrong nuts! A1C Snuffy is now nothing but a greasy spot on the shop floor. What happened? What led to this terrible tragedy and what are the repercussions for this location as well as the home station? Let's examine everything that led to the accident.

First, as bad as it sounds, A1C Snuffy is at fault for not informing his supervisor that he had never performed the task assigned to him. Had he informed his supervisor, the task could have been assigned to someone who could have then trained him on the proper procedure. Safety is everyone's responsibility. Second, the supervisor is at fault for not inquiring as to whether A1C Snuffy was qualified to perform the assigned task. He should have been familiar with the training records for A1C Snuffy. By assigning an unqualified airman to perform the task, he put the airman at undue risk and the airman paid the ultimate price. Finally, the airman

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working near A1C Snuffy was at fault for telling him to disregard technical data. While this airman may have been totally comfortable with the task, A1C Snuffy was not. The other airman should have pointed A1C Snuffy in the direction of the correct Technical Order or at least assisted him.

As you can see, a lackadaisical attitude about safety can lead to a very tragic accident. What other repercussions can be expected from this accident? Let's take a look. The effects of this accident on the deployed location should be clear, but sometimes things aren't always what we think they should be. The typical thought would be that safety would be the utmost on everyone's mind following this terrible accident, when in reality the opposite may be true. In the aftermath of an accident, coworkers' minds may be on everything but the job at hand. The same issues that were present before the accident are now compounded by the loss of a coworker. The loss of the coworker and very probably a friend will cause minds to wander away from the task at hand. This is true not only for the deployed location, but for the home station as well. This could further be compounded by the fact that one less set of hands on the floor may create added workload pressure, resulting in people wanting to cut more corners to complete the mission. One unsafe incident can generate a terrible snowball effect.

You will generally find the workload at a deployed location to be more intense than at your home base. With the increased workload, you will probably be working extended duty hours. With the AEF concept being utilized, home bases may deploy a large number of personnel at one time. Not all deployed locations possess well-maintained personal protective equipment (PPE). Therefore, when you deploy, you should pack serviceable leather gloves, as well as eye and hearing protection.

Finally, when you return home from your deployment, don't think you are out of danger. You are still in the mindset that "it's got to go out of the shop today," and you'll want to make that happen even if it takes a few shortcuts you learned while TDY. Remember technical orders and service manuals were written to educate us, keep us safe, and get the job done correctly and efficiently--follow them or you could be the next A1C Snuffy. In this time of constant deployments we should all remember that safety is everyone's responsibility and, regardless of location or situation, should always come first.

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MEEP'S CONOR

AF Management and Equipment Evaluation Program

By Mr. Charles F. Batchelor, GS-12, DAFC

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New Transportation Related Projects

1. Leak Detection System: The EVAPro Leak Detection System is distributed by Worldwide Vapor Inc 1591 Sunland Lane Costa Mesa, CA 92626. Telephone 1 888-822-8832, web Site: <http://www.vacutec.com/EVAPro.html>. The EVAPro (Model No. 2000E) Diagnostic Smoke Machine for EVAP and General Purpose Leak Detection is OEM approved for testing vehicle evaporative emissions (EVAP) Systems. Test Site: Patrick. Project Number: T03-08.

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2. Bergwall Training Courses: The Bergwall Productions On-Line Video Courses are designed and produced by Bergwall Productions 8 Ponds Edge Dr Chadds Ford, PA 19317. Telephone: 1-610-388-0400, 1-800-934-8696. Website: www.Bergwall.com. The Bergwall Online Video Courses offer automotive technicians access to up-to-date information. Test Sites: ACC and AMC Bases. Project Number: OT03-09.

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3. On Car Brake Lathe. The Pro-Cut International on car Brake Lathe, Model PFM 9.0, Part # 50-MASTER922 is manufactured by Pro-Cut International, 10 Technology Drive, #4, West Lebanon, NH 3784. Telephone: (800) 543-6618. Website: <http://www.procutinternational.com>. The Pro-Cut PFM 9.0 is like no other on-car brake lathe machine and is based on hub-mounted technology, the standard favored by most brake engineers. The PFM 9.0 can virtually re-surface any rotor on any vehicle on any lift in 9.0 minutes. Test Site: Seymour Johnson. Project Number: T03-10.

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4. Brake Bleeder: The Speedi-Bleed Brake Flushing System, Professional Kit# K01A distributed by VQ-Speedi Automotive, Inc. Suite 805-510 West Hastings Street, Vancouver, BC, Canada, V6B 1L8. Telephone (604) 689-2464 Toll Free: 1-877-900-1818, website <http://www.vq-speedi.com/prokit1.html>. The K01A Professional Brake Flushing and Bleeding Kit comes complete with all 5 adaptors to fit most cars and light trucks available in North America. Test Sites: Barksdale, Fairchild and Port Hueneme. Project Number: T03-11.

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5. Truck Shield: Truck Shield is a Magnetic and Vinyl Covering manufactured by Truck Shields Inc., 2550 S. Decker Lake Blvd #22 Salt Lake City, UT 84119. 1-800-553-1098. Website: <http://www.truckshields.com>. Whether you are using the heavy-duty reusable magnetic protection or vinyl coverings, the vehicle is supposed to stay looking good as new. Test Site: Nellis. Project Number: T03-14

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6. Tire Demounting System: The ESCO "Easy-Way" Tubeless Truck Tire Demount System distributed by Equipment Supply Company (ESCO), 15270 Flight Path Drive Brooksville, FL 34604. 1-800-352-9852. Website: <http://www.esco.net/html/cat007.html>. The Model 70100, Easy-Way Tubeless Truck Tire Demounting System can demount tubeless truck tires in seconds. It eliminates tire bead damage and handles all tubeless truck tires sizes from 16.5 to 24.5". Test Site: Incirlik. Project Number: T03-15.

*7. Battery Reconditioner: The Buffer Battery Reconditioner is manufactured and distributed by Westbrook and Westbrook Inc., P. O. Box 929, Sterling, CO 80751, telephone 1-800-824-0508. The battery conditioner is a liquid that is added to the electrolyte of a battery. The quantity of conditioner added to the battery depends on the size of the battery, i. e., large auto batteries usually take two ounces per cell, and small auto batteries take one ounce per cell. An electric forklift with a common 36 Volt battery will take twelve ounces per cell. Test Site: Langley. Project Number: T03-16.

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On-Going Transportation Related Projects That Are In The Final Phase of Evaluation

1. Magnet Paint: The Chassis Saver Rust Preventive Paint manufactured by; Magnet Paint and Shellac CO., Inc 336 Bayview Avenue, Amityville, New York 11701, 1-800-922-9981; is a low odor, high build, single component chassis paint; and underbody coating that the manufacturer claim provides unsurpassed rust, and corrosion protection. Web site: www.magnetpaints.com. Test Site: Langley, Kadena, and Lajes. Project Number: ET02-16.

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2. Accu-Pressure Safety Caps: The Accu-Pressure Safety Caps manufactured by Accu-Pressure Inc, 2200E Oakland Park Blvd, Ft Lauderdale, FL 33306 Tel (800) 914-5005 website: <http://www.accu-pressure.com> is a new pressure tire monitor product, which will help drivers know when their tire pressure is low. Test Site: Randolph. Project Number. T02-26.

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3. Stud Extractor 02-28: The Stud Extractor is manufactured by Mayhew Tools, 19 Industrial Blvd, Turner Falls, MA 01376 Tel: (800) 872-0037, website <http://www.mayhew.com> is the only known stud tool available that will work with a 3/8" impact wrench. Test Site: Langley. Project Number: T02-28.

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4. Lazer Flare: The Lazer Flare is manufactured by Boss Innovation and Marketing, Inc P.O. Box 80970, Rancho Santa Margarita, CV 92688, Tel: (949) 888-6625 website <http://www.lazerflare.com> is an electronic emergency safety signal. It provides a powerful steady flashing red or amber light visible for over a mile, making it ideal for a variety of nighttime traffic control activities. Test Site: Lackland. Project Number. T02-30.

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5. Pressure Handle: The Pressure Handle manufactured by Pressure Handle, Inc., 360 N. Fir Villa Road, Dallas, Oregon 97338, phone (503) 831-1309, website: <http://www.pressurehandle.com>, is a tool designed to replace the dead handle on many ½" and ¾" pneumatic or electric drills. It has a 30:1 gear reduction and #4 chain that pulls your drill into its work. Test Sites: Andersen, Guam, Ellsworth, and Montana ANG. Project Number: T02-31.

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6. Windshield Washer System: The Hotshot heated washing system manufactured by Microheat Inc., 27611 Halsted Road Farmington Hills, MI 48333 Tel: (248) 489-2400 website: <http://www.microheat.com> is a state-of-the-art device for electronically heating auto washer solvent. Test Sites: Fairchild and Fairford Project Number: T02-33.

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7. Ultrasonic Cleaning System: The Ultrasonic Cleaning System Model 3523 Pro Ultrasonic Cleaning System is manufactured and distributed by Pro Ultrasonics, Inc., 101 Convention Center Drive, Suite 700, P. O. Box 27740, Las Vegas NV 89126, Tel: 909-397-4118, Fax: 909-397-4258, website is <http://www.proultrasonics.com>. The Model 3523 has a 40 gallon capacity and has a 35" x 23" x 10.4" liquid depth. Test Site: Davis Monthan. Project Number: ET02-34.

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8. Two-Post Lift Drive-On Adapter: The Speedlane Two-Post Lift Drive-On Adapter is manufactured by Mohawk Resources, LTD., 65 Vrooman Ave, Amsterdam, NY 12010, 1-800-833-2006, Fax: 518-842-1289. Website: <http://www.mohawklifts.com/specialty.htm>. The Speedlane is a Two-Post Lift Drive-On Adapter; that fits all Mohawk 9,000, 12,000; and 15,000 lbs lifts designed to turn your two-post lift into a quick; drive-on lift for all cars and light trucks. Test Sites: Langley and Barksdale. Project Number: T02-35.

*9. Frame Hammer: The Heavy Weight and Middle Weight Frame hammer and accessories is manufactured by Slide-Sledge Technology, Inc, 1614 15th Street, 3rd Floor Denver, CO telephone# (303) 629-8777, ext 107, website: <http://www.slidesledge.com>. Test Site: Barksdale. Project Number: T03-01.

*10. Impact Wrenches: These wrenches were developed by Exhaust Technologies, Inc and are a professional line of quality pneumatic hand tools that incorporate a unique and patented exhaust muffler/filter technology. The 3/8" Impact Wrench ACA-1301, 1/2" Impact Wrench ACA-1401 and 3/8" Mini Ratchet ACR-801 are being evaluated. Website: www.aircat.com. Test Site: Hill and an ANG base. Project Number: T03-02.

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11. Wheel Alignment System: The Tru-Line TL-12 Laser Guided 4 Wheel Alignment System for passenger car and light trucks. Website: <http://www.tru-line.net>. The TL-12 laser alignment system is simple to operate and can quickly and accurately align passenger cars, light trucks, and recreational vehicles (RVs). Alignment and setup can be done in the shop or wherever you need it. No rack required! Test Sites: Lajes and Seymour Johnson. Project Number: T03-05.

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Note: Information about all MEEP projects (Transportation, Civil Engineer/Environmental, other non-specific and Special projects) can be found in the Consolidated Status Report on the HQ USAF/ILG web site: [https://www.il.hq.af.mil/ilg/ilgv/download.cfm?osymbol=ilgv&sg1=Vehicle%20Team&sg2=Management%20and%20Equipment%20Evaluation%20Program%20%28MEEP%29#Management%20and%20Equipment%20Evaluation%20Program%20\(MEEP\)](https://www.il.hq.af.mil/ilg/ilgv/download.cfm?osymbol=ilgv&sg1=Vehicle%20Team&sg2=Management%20and%20Equipment%20Evaluation%20Program%20%28MEEP%29#Management%20and%20Equipment%20Evaluation%20Program%20(MEEP)).

Questions about the projects above, or any other MEEP projects may be directed to any member of the MEEP staff; Mr. Charles Batchelor, Mr. James Harley, Mr. Russell Craig, Mr. Ronnie Ward, or Mr. Jeffrey Grages at DSN: 574-4410/4408. COMM: (757) 764-4410/4408. FAX: 4415 or by e-mail: charles.batchelor@langley.af.mil. The email extensions are the same for all.

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Articles may include topics related to quality initiatives, lessons learned, PAT results, etc. The crosstell you originate should be an action that has had some results, positive or negative. Articles may be submitted by... (1) E-mail. (2) Fax. (3) Mail disk with article in plain text or Word. (4) Mail hard copy of article.

All articles must be submitted through your MAJCOM POC, listed on this page.

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 or one of the MAJCOM POCs listed on this page.

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